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CENTRAL INTELLIGENCE AGENCY REPORT NO. [redacted]

INFORMATION REPORT

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RIGA, Latvia (56°57'N/24°07'E), and the outer harbor of DUENAMUENDE (DAUGAVGRIVA) (57°02'N/24°02'E), German Sea Chart D 15.

1. a. RIGA, the capital of Latvia and an old Hanse Town, was one of the most important Baltic ports. It is on the eastern bank of the Dvina (Daugava) River and had a population of 385,000 in 1939. RIGA is in the southern corner of the Gulf of Riga, which is enclosed and divided from the Baltic Sea by the Estonian islands of Oesel (Saaremaa), Dagoe (Hiiumaa), and Moon (Muhu). One deep water fairway, the strait of Irben, south of the island of Oesel, leads to the Bay of Riga.

b. The DUENAMUENDE outer harbor, located near the mouth of the Dvina (Daugava) River on an island formed by two arms of the Bolderaa (Bullupe) River, 7 knots downstream from the city, had a population of 37,000 in 1937.

Toward the end of the war the port facilities and many other important buildings of RIGA were heavily damaged. Most of the quays, sheds, warehouses, and other facilities were destroyed. All available information indicates that most of the damage had been repaired by the end of 1948. All repairs are scheduled for completion in 1949.

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The total 1937 port traffic was 2,363,000 tons, including imports of 1,021,000 short tons and exports of 1,342,000 short tons.

The following table shows the exports-imports handled in 1937:

Imports (in short tons)		Exports (in short tons)	
Coal, coke	441,000	Timber and wood products	457,000
Fertilizers	36,000	Grain	41,000
Metal and machines	32,000	Flax, hemp	10,000
Oil (fuel and Diesel)	15,000	Butter	16,000
Sugar	13,000	Meat	3,000

1,562 vessels of 913,000 net registered tons entered the port in 1936. No figures on present port traffic are available. According to rough estimates, the 1948 traffic totaled 1,100,000 short tons of imports and 640,000 short tons of exports.

25X1X [redacted] a high percentage of incoming vessels were Soviet and Polish craft. Most of the cargoes of these vessels were industrial products and equipment that had been dismantled in the Soviet Zone of Germany. Iron ore from Sweden arrived on Swedish or Norwegian vessels. Foodstuffs, which were usually stored in the cold-storage buildings, were imported on Danish vessels. Some perishable cargoes were laden aboard Swedish or Norwegian vessels for transshipment the next day, rather than being stored.

Apparently there is no real commercial traffic at this time. No timber or wood-product exports were observed. The pre-war wealth and importance of RIGA were based on these exports.

Because RIGA is located on the inner gulf, the port naval facilities are of minor importance. The main approach to the port is under strict control of Soviet patrol and escorting craft. According to some reports, the standard route through the Strait of Irben is lighted by searchlight stations on both sides of the coast.

The Oesel island allegedly has been strongly refortified. The main V-missile and rocket launching base is said to be located there. The inhabitants have been evacuated and the whole island is a restricted and heavily garrisoned area. Strong fortifications with heavy artillery are under construction.

2. The habor facilities of RIGA and DUENAMUENDE form one unit. They consist of a series of quays and open basins on both banks of the Dvina River or on river arms and tributaries. There are numerous shoals or small islands in the sandy channel of the river which is 300 to 400 meters wide. A channel with a depth of 8 to 10 meters has been dredged from the mouth up to the city. It is a dredging problem to maintain the prescribed depth, because silt continually forms at the mouth of the river. There is no information as to whether or not the necessary dredging equipment is still available.

a. The approach to RIGA from the Baltic Sea into the Gulf of Riga is well buoyed and lighted. It is a difficult passage and careful navigation is required.

The main approach leads through the Strait of Irben (Soerve Vare). Due to the still existing danger of ground mines two standard routes are prescribed according to UKTEDRI (International Routing and Reporting Authorities) of 2 July 1948. These are the "Main and the Southern Approaches". These routes join at a point 4 knots north of the Mikelhaka lighthouse, at the entrance to the Strait of Irben. After passing the latter entrance there is only one mine-free route through the strait. Shipping is warned to avoid night navigation on these routes. The maximum admissible draft on these routes is 10 meters.

The northern approach road through the Moon Sound (Muhu Vaerie) is navigable only by coasters and therefore is not mentioned in this report. No standard route is prescribed through the Gulf of Riga on depths above 40 meters. The route proper begins 12 nautical miles off the coast. This buoyed route leads to the harbor entrance; the lowest depth on the bar outside the Duena mouth is 8 meters.

Two moles enclose the mouth of the river, which offers no difficulties to navigation. Pilots, who usually embark near the approach buoy, are compulsory. Pilots may also be stationed outside the Irben Strait to guarantee safe navigation on the standard route.

b. There are good anchorages on the Duenamuende roadstead. These are from 14 to 22 meters deep and have safe holding grounds west of the approach buoy. They are not protected against westerly winds and vessels anchored there should maintain steam (17).

There are excellent anchorages, 9 meters deep, located inside the moles on the eastern side of the river between Magnusholm (Mangalsalas Ciems) and Rinusch (Rinuzi)(16).

c. Weather conditions usually fail to affect port operations. There is no tide. The water level depends only on the direction of the wind. There may be a 3-meter rise above normal harbor depth during the break-up of the ice.

Ice conditions: Ice in the Gulf of Riga makes winter navigation to RIGA difficult. Such navigation depends exclusively on ice conditions in the Strait of Irben. The icing of this strait usually begins in mid-January and ends in April. Navigation usually can be continued throughout the winter if icebreakers are used.

Icebreakers are used to keep the Dvina River open throughout the entire winter. These craft, formerly stationed at the port, also assisted vessels to and from the Baltic Sea. It is not known whether these icebreakers are still stationed there.

d. The coast along the whole Gulf of Riga is low, sandy and partly wooded. Due to the sandy beach and the shallow water almost all of the coast is accessible for landing craft. Individual descriptions of Oesel, Dagoe, and Moon islands will be forwarded later.

3. Terminal Facilities

a. Piers and Wharves

The total quayage is approximately 10,000 meters. Most of the quays were destroyed at the end of the war. Between 1945 and 1948 they were repaired or completely rebuilt and are now modern and suitable for all class Baltic type vessels.

The most important basins or quays are described below in the order of their geographical location upstream from the mouth of the river:

The DUENAMUENDE (DAUGAVGRIVA) Harbor (map ref. No. 1) is an open, artificial basin, located on the southern bank of the river, just north of an old fort (2). It is about 150 meters wide, 800 meters long, and has a dredged depth of 8 meters. It is formed by two concrete moles. There are quays with a total length of 1,400 meters and modern facilities. This basin is closed to commercial shipping, since the Soviet Naval Base is located there. MTs, mine-sweepers, and escort vessels are stationed at this base.

The Winter Harbor (3), the basin west of the Duenamuende Harbor, is accessible only via a cut through the western mole. Up to 300 small craft can be kept there during the winter. The northern part is 4 meters deep, while the southern part has a depth of only 1 meter. One shipyard (20), suitable for shipbuilding and repair of small wooden craft, is located there.

The Muehlgraben Harbor (Milgravja Caurteka)(4) is located on the eastern bank of the river, about 2 knots upstream from DUENAMUENDE. Modern quays and other facilities have been constructed there on the southeastern bank of a side arm of the Dvina River. These are 2 knots long and are dredged to a depth of 10 meters. This arm connects Lake Stint (Kisezers)(23) with the Dvina River. There are quays with a total length of 1,500 meters. On the northern bank there is a shipyard (5), and on the southern bank a superphosphate plant (6) and a mine depot of the Soviet Navy.

The Red Dvina (Sarkandaugava)(7) is another arm of the Dvina River, extending in a southerly direction. Only the northern part, where there is a depth of 8 meters, is navigable. Its southern part is 2 to 3 meters deep and only rafts can use it.

A reconstructed railroad and road bridge, north of the chemical plant, connects the Muehlgraben Harbor with the city (8).

The Export Quay and the Export Basin (9) are the northernmost quays of RIGA. This quay, 1,850 meters long and 8.4 meters deep, is located on the eastern bank of the river. On the southern end there is an open basin with a modern quayage of 950 meters and a depth of from 7.2 to 8.6 meters. Up to 16 vessels can load or discharge there in one line. There are repaired sheds or warehouses and a completely rebuilt cold-storage building.

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The Andreas Quay (10), bordering on the Export Quay to the south, is 900 meters long and has a depth of 8 meters. It is chiefly used as a coal quay. The coal loading facilities are inadequate. Most of the coal has to be handled with the ship's gear. At the southern end of this quay there is a steel basin, the Andreas Harbor (10a), used by tugs and other harbor craft. East of the quay is the Andreas Holm (Andreja Sala) with important industrial plants on it (11).

The Customs Quay (12), located south of the Andreas Quay, is 1,000 meters long and has a depth of 8 meters. No information is available on the present status and use of this quay.

The Town Quay (13), the oldest quay, is 1,100 meters long, extending from the Customs Quay as far as the railroad bridge (15); its use is restricted by the water clearance of a new wooden bridge (14).

On the western bank of the river there are the following quays, not in use at this time:

The A - B dam (17), 8 meters deep and 1,000 meters long.
The Kiepenholm (Kipsala) Dam (18), 900 meters long and 7 meters deep.
The Wohlenhof (Voleri) Dam (19).

These quays have no facilities such as sheds, cranes, or railroad sidings.

For details, see Annex 2.

b. There are no locks in the harbor. Three river bridges connect the city with the Mitau suburb.

The railroad bridge is located farthest upstream (15). The next downstream bridge is a pontoon bridge (24), which is removed in winter. These bridges were destroyed, but were rebuilt in 1946.

The construction of a new wooden bridge was begun in 1944. It was completed in 1945. This new bridge (14) is situated farthest downstream. The location of this bridge as entered on the attached map, though not confirmed, is very probable.

There is another railroad and road bridge over the Muehlgraben (8).

c. Mechanical Handling Facilities

Most of the cranes were destroyed during the war. By the end of 1948 they were replaced by cranes dismantled in Germany or by new cranes from the USA and Upper Silesia.

According to available information, the quays are served by 30 to 40 cranes of various types, several conveyor belts, and 2 floating cranes with a lifting capacity of 15 tons each.

This equipment seems to be adequate for present traffic.

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4. Shipyard Complex

Before the war, there were 4 small shipyards, suitable for ship [illegible] and repair of small craft in the port area. It is not known whether these shipyards are still in operation. There is a shipyard at DUENAMUENDE Harbor itself. This was formerly owned by the "Stock Exchange Committee". The present name of this shipyard is unknown, but it can be assumed that it now belongs to the Soviet Navy. Its capacity was considerably enlarged during recent years. Floating docks are available, their number and lifting capacity are unknown. Soviet warships up to the size of destroyers are repaired there.

The "Old Shipyard" (20), located in the northwestern corner of the Winter Harbor, has probably been merged with the shipyard already mentioned. A slipway 68 meters long and 12 meters wide, suitable for vessels up to 1,000 tons, is available. Three two-story buildings are under construction there.

The scheduled capacity of these combined shipyards was not yet reached by the end of 1948. Many new buildings and other installations were still under construction at that time.

The shipyard at the Muehlgraben (5), was formerly a branch enterprise of the F. Schichau Shipyard, ELBING. Its present name is unknown, but it is reported for the time as being the dockyard of the Latvian coastal patrol service. After the war its capacity was considerably enlarged. Besides several workshops, a new 1,000-meter-long concrete quay resting on piles has been built. In 1948, about 800 to 900 men were employed there. Toward the end of that year the German PWs were withdrawn. The building of warships was possibly begun at that time. There are at least two German floating docks with a lifting capacity of 5,000 to 4,000 tons; and two slipways, 10 to 12 meters wide, on which seagoing tugs were constructed after the war. The machinery is modern and was dismantled in Germany. A steam power plant serves the dockyard.

A mechanical workshop, the so-called "SHU" (the meaning of this abbreviation could not be determined), was built in the shipyard area. In mid-1948 the buildings and other installations were not yet completed. Reports received do not make it clear whether engineering or motor workshops or a new branch of the shipyard is under construction there. If the latter should be correct, it would mean that the repair shipyard is being converted into a shipbuilding yard, suitable for construction of all class vessels of the Baltic type and of warships.

All the shipyard gates are under strict military control. A new barracks building for the guard company has been erected in the shipyard area.

The "Sudo-Remont Vadaskoi Andres Reony Gavany" is a small shipyard, located at the northeastern end of Andreas Quay (10a). It is suitable for hull and machinery repairs of all class vessels. There were 250 men employed in 1945/46. The shipyard has no dry-dock, but only a slip with a capacity of 100 tons.

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4. Storage Facilities

a. Sheds and Warehouses

The total storage capacity amounted to a floor space of 120,000 square meters. No information has been received o the extent of the repair work performed and the capacity of the presently usable sheds and warehouses. There are several new large, modern sheds under construction.

The storage capacity equals the present turnover.

b. One grain silo with a capacity of 20,000 tons is on the Export Quay.

c. One cold-storage building with a capacity of 16,000 tons is on the Andreas Quay. It is not known whether the cold storage building, with a capacity of 13,000 tons on the Export Quay has been repaired and is now usable.

d. Ample timber storage space is available on both banks of the Dvina River and the Red Dvina.

5. Traffic Facilities

a. Railroads

Clearance facilities are excellent within the port area. All the quays have adequate railroad sidings. There are two shunting yards near the Andreas Quay and north of the main freight station. The Muehlgraben Quay is connected with the shunting station by a single-track line. The DUENAMUENDE Harbor is connected with the city by a railroad. Soviet gauge tracks radiate in all directions from the important RIGA railroad junction so that the port has a particularly favorable traffic location.

b. Roads

Roads within the port area are adequate. The so-called Export road runs parallel to the quays from the Export Quay to the center of the town. Through-roads go via PSKOV to the north and via MITAU (JELGAVA) to the south and east. Second class roads branch out from RIGA in all directions.

c. Inland Waterways

The Dvina River is navigable for barges for approximately 12 kilometers upstream from the city. From there it is navigable only for rafts as far as JACOBSTADT (JEKABPILS (150 km), due to river rapids.

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6. Supply Facilities

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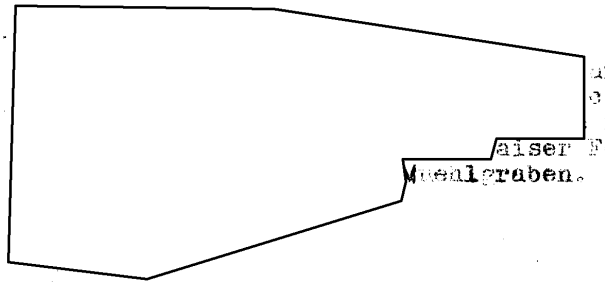

re located at the Muehl-
connected with the quayside
reports, large underground
Kaiser Forest (Meza Parks)(22)
Muehlgraben. Their capacity and purpose

There is a large coal dump of unknown capacity at the Andreas Quay (10). Vessels bunker alongside the quay with the help of conveyor belts or barges. Another coal dump is opposite the Export Quay on the western bank of the river.

c. Water

Water supply from municipal points on quays or water boats is adequate.

d. Electricity

The municipal power plant, on the Andres Holm (Andreja Sala) (11), was destroyed during the war. A new power plant has been built on the same site with four boilers and three turbines. Its exact capacity is unknown. There is a steam power plant at the Muehlgraben.

7. Security Measures

The area of the Export Quay is surrounded by a 3[illegible]-meter high fence and is strictly guarded by the Soviets.

2 Annexes: 1. Harbor map (photostat) with numbered objects
2. List of harbor facilities.

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ANNEX 2

ILLEGIB [redacted] of piers and wharves

ILLEGIB Map [redacted] No. 1 - Duenamuende Harbor
Daugavgriva Harbor

Location on water front	First basin on the southern side of the river, near the southern mole
Purpose for which used	Formerly general cargo, now naval base of the Soviet Navy
Type and construction	Stone surfaced moles
Dimensions	E-side 550 m W-side 850 m
Depth of water alongside-L.W.	8 - 8.5 m
Berthing space available	Approx. 1,400 m
Width of apron	100 m
Deck above L.W.	Unknown, probably 2.5 - 3 m
Conditions	Usable
Transit sheds - description	None
Materials handling facilities	Unknown, probably 2- cranes, cap. 20 t each
Railway connections	2-3 tracks on both moles
Vehicle access	Adequate
Remarks	Closed to commercial purposes

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ANNEX 2

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ILLEGIB [redacted]

Lushlgraben Harbor - No. 4
Ulgravia Courteka

Location on water front	River arm on the eastern side approx. 2 km (sic; nautical miles?) upstream
Purpose for which used	Coal and oil facilities. Timber loading. A shipyard on the northern side
Type and construction	Concrete quay on piles
Dimensions	N.-side 1,000 m SW.-side 1,500 m
Depth of water alongside-M.L.	7 - 8 m
Berthing space available	1,500 m on the SW.-side
Width of apron	150 m
Deck above M.L.	2.5 - 3 m
Conditions	SE new quay SW side unable
Transit sheds - description	SW side 13 sheds with 15,000 sqm. Superphosphate plant at the northern end (6). Ample berth used by rafts in the Lote Duena (Sarkandaugava) (7).
Materials handling facilities	Unknown, probably 1 - 5 t crane, operated by hand
Railway connections	N. side, branch line SW. side, AR sidings
Vehicle access	Adequate
Remarks	The Lushlgraben shipyard is on the NW side (5).

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ILLEGIB

No. 9 - Export Quay

	Riverside quay on the eastern bank of the river, approx. 3 sm (sic; nautical miles?) downstream from the Muehlgraben
Purpose for which used	General cargo
Type and construction	Concrete or granite, partly wooden quay
Dimensions	1,950 m at the southern end, open basin with 950 m quay
Depth of water alongside-LLW	7.2 - 8.6 m
Berthing space available	1,850 m and 900 m, total 2,750 m
Width of apron	None
Deck above LLW	2.5 - 5 m
Condition	Approx. 1,000 m have been reconstructed, the rest is under construction
Transit sheds - description	14 sheds, total cap. 55 000 sqm 1 cold storage building, cap. 12,000 sqm 3 new sheds, cap. unknown
Materials handling facilities	2 Diesel electr. cranes, cap. 45 t each 2 electr. cranes on rails, cap. 10 t 14 electr. cranes on rails, cap. 5 t 5 electr. cranes on rails, cap. 2.5 t
Railway connections	Railroad siding on the quay and between the sheds
Vehicle access	Excellent road connection to the city
Remarks	This is the most modern quay

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ANNEX 2

ILLEGIB [redacted]

No. 10 - Andreas Quay

Location on water front	Next quay to No. 9
Purpose for which used	General cargo, bunkering
Type and construction	Concrete on piles
Dimensions	900 m, at the southern end, open basin, used by tugs and harbor craft
Depth of water alongside-L.L.	8 m
Berthing space available	900 m
Width of apron	None
Deck above L.L.	2.5 - 3 m
Condition	Usable, repaired
Transit sheds - description	1 grain silo, cap. 20,000 t Many sheds, number and cap. unknown. Ample coal stacking space.
Materials handling facilities	Several coal grabs, cap. unknown. Conveyor belts for the loading of coal
Railway connections	Railroad sidings on the quay
Vehicle access	Adequate, highway to the city
Remarks	There is a power plant and various industries on the Andreas Holm (II).

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Map Ref. No. and Name	No. 12 - Custom Quay
Location on water front	South of No. 10
Purpose for which used	General cargo
Type and construction	Granite surfaced quay
Dimensions	1,000 meters
Depth of water alongside-MLW	8 meters
Berthing space available	1,000 m
Width of apron	None
Deck above MLW	2.5 - 3 m
Conditions	Present status unknown
Transit sheds - description	9 sheds, cap. 18,000 sqm
Materials handling facilities	Unknown
Railway connections	2 - 3 tracks on the quay
Vehicle access	Adequate
Remarks	This quay is bounded on the south by the new bridge (14). Unknown whether this quay is still in use and has been repaired.

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ANNEX 2

Map Ref. No. and Name	No. 13 - Town Quay
Location on water front	South of No. 12
Purpose for which used	Passenger traffic
Type and construction	Granite surfaced quay
Dimensions	1,100 m
Depth of water alongside-LLW	7 - 8 m
Berthing space available	1,100 m
Width of apron	None, the use of this quay is limited
Deck above MLW	2.5 - 3 m
Conditions	Present status unknown
Transit sheds - description	None
Materials handling facilities	Unknown
Railway connections	None
Vehicle access	Adequate
Remarks	This is the oldest quay, probably not in use for the time being.

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